

AMENDMENTS TO THE CLAIMS:

1. (Canceled)

2. (Canceled)

3. (Previously Presented) A load carrier arrangement adapted to be carried on a transporting vehicle, said load carrier arrangement comprising:

a hub coupled between a support member and a load carrying member;

said hub having a socket formed therein, said socket being substantially cylindrically-shaped and configured to receive a substantially cylindrically-shaped insert portion of said load carrying member therein;

said load carrying member having an insert portion and a load carrying portion with an angle interposed therebetween which fixes said insert portion and said load carrying portion in non-parallel orientation to one another;

said insert portion of said load carrying member being twistably positioned in said socket thereby enabling twisting action therein which affects a transition between a load carrying orientation and a twist-adjusted orientation;

said support member being pivotally connected to said hub and configured for variable, but discreet operator positioning relative to said hub; and

said support member being pivotally connected to said hub at a pivotation point and said hub further comprising a plurality of apertures arranged radially about said pivotation point for utilization by an operator in said variable, but discreet positioning of said support member relative to said hub.

6/4. (Original) The load carrier arrangement as recited in claim 3 further comprising:

said angle interposed between said insert portion and said load carrying portion measuring approximately forty-five degrees so that a one-hundred and eighty degree twist of said insert portion in said socket causes said load carrying portion to transition between approximately perpendicular orientations.

7/5. (Original) The load carrier arrangement as recited in claim 3 further comprising:

said angle interposed between said insert portion and said load carrying portion measuring approximately forty-five degrees so that a less than ninety degree twist of said insert portion in said socket causes said load carrying portion to transition between two different load carrying orientations.

8/5. (Currently Amended) The load carrier arrangement as recited in ~~claim 3~~ <sup>1 2 3 4</sup> claims 3, 27, 30, 32 or 34 further comprising:

~~said each~~ load carrying member being constructed from substantially cylindrically-shaped tubing having a bend therein, said bend forming said angle that is interposed between said insert portion and said load carrying portion.

7. (Canceled)

8. (Canceled)

9. (Currently Amended) The load carrier arrangement as recited in ~~claim 3~~ <sup>1, 2, 3, 4,</sup> claims 3, 27, 30, 32 or 34 further comprising:

~~said each~~ support member having at least one insert pin carried thereupon and adapted to be insertibly received in each of said plurality of apertures arranged radially about said pivotation point.

10. (Currently Amended) The load carrier arrangement as recited in ~~claim 3~~ <sup>1, 2, 3, 4,</sup> ~~claims 3, 27, 30, 32~~  
<sup>5</sup> ~~or 34~~ further comprising:

said each support member having an insert pin carried thereupon and adapted to be insertibly received in each of said plurality of apertures arranged radially about said pivotation point, said insert pin having a projecting portion extending outside said support member and a root end coupled to a biasing member that is housed inside said support member and that urges said projection portion outwardly from said support member and into inserted engagement into any one of said plurality of apertures arranged radially about said pivotation point when properly aligned therewith.

11. (Original) The load carrier arrangement as recited in claim 10 further comprising:

said support member having a push pin carried thereupon, said push pin having a projecting portion extending outside said support member and a root end coupled to said biasing member that is housed inside said support member;

said push pin being positioned further away from said pivotation point than said insert pin on said support member and sufficiently far away from said pivotation point that said push pin is located beyond said hub; and

said push pin and said insert pin being arranged relative to one another on said biasing member so that depression of said push pin by an operator causes retraction of said insert pin from an engaging orientation with respect to said plurality of apertures.

12. (Original) The load carrier arrangement as recited in claim 11 further comprising:

said biasing member taking the form of a leaf-type spring housed within an interior space of said support member.

13. (Currently Amended) The load carrier arrangement as recited in ~~claim 3~~ <sup>1, 2, 3, 4</sup> claims 3, 27, 30, 32  
or <sup>5</sup> ~~34~~ further comprising:

a cradle for a bicycle positioned on said at least one load carrying member and adapted for cradling a bicycle frame on a base of said cradle, said base having a substantially upwardly open bicycle-engaging surface; and

a retaining strap at least partially extending upwardly from said base and positioned away from said base in an open configuration thereby permitting a bicycle to be inserted onto said bicycle-engaging surface in said open configuration, said retaining strap being sufficiently flexible to be bent across said bicycle-engaging surface to retain a bicycle frame thereon, said strap including a fastener for fastening said retaining strap in a bicycle frame-retaining configuration.

14. (Currently Amended) The load carrier arrangement as recited in ~~claim 3~~ <sup>1, 2, 3, 4</sup> claims 3, 27, 30, 32  
or <sup>5</sup> ~~34~~ further comprising:

a cradle for a bicycle positioned on said at least one load carrying member, said cradle configured to be mounted on a substantially cylindrically shaped part of said load carrying portion of said load carrying member and said cradle being further configured to cradle a substantially round-shaped bicycle frame member on a base of said cradle, said base having a substantially upwardly open bicycle-engaging surface adapted to engage a substantially round-shaped bicycle frame member; and

a retaining strap at least partially extending upwardly from said base and positioned away from said base sufficiently to establish an open configuration thereby permitting a bicycle frame member to be placed upon said bicycle-engaging surface in said open configuration, said retaining strap being sufficiently flexible to be bent across said bicycle-engaging surface to retain a bicycle frame thereon, said strap including a fastener for fastening said retaining strap in a bicycle frame-retaining configuration.

15. (Original) The load carrier arrangement as recited in claim 14 wherein said base includes a round-shaped through-hole into which said substantially cylindrically shaped part of said load carrying portion of said load carrying member is extendable, said round-shaped through-hole being adapted for a snug frictional fit between said base and said load carrying member so that said base is slidable along said load carrying member and is restrainable in a position upon said load carrying member by said friction fit.

16. (Original) The load carrier arrangement as recited in claim 14 wherein said restraining strap further comprises a series of apertures located along a length thereof, each of said apertures being substantially rectangular in shape.

17. (Currently Amended) The load carrier arrangement as recited in ~~claim 3~~ <sup>1, 2, 3, 4</sup> claims 3, 27, 30, 32  
<sup>5</sup> or 34 further comprising:

said each insert portion of said load carrying member having a first aperture therein;

said hub having a locking pin, said first aperture and said locking pin arranged for alignment with one another for locking engagement in said load carrying orientation.

18. (Currently Amended) The load carrier arrangement as recited in claim 17 further comprising:

said each insert portion of said load carrying member having a second aperture therein;

said second aperture and said locking pin arranged for alignment with one another for locking engagement in a storable orientation of said load carrier arrangement.

19. (Original) The load carrier arrangement as recited in claim 18 further comprising:

said first and said second apertures being opposingly arranged one to the other on said load carrying member.

20. (Original) The load carrier arrangement as recited in claim 18 further comprising:

said first and said second apertures being arranged at one hundred and eighty degrees to one another on said load carrying member.

21. (Canceled)

22. (Canceled)

23. (Canceled)

24. (Canceled)

25. (Canceled)

26. (Canceled)

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27. (Previously Presented) A load carrier arrangement adapted to be carried on a transporting vehicle, said load carrier arrangement comprising:

a hub coupled between a support member and a load carrying member;

said hub having a socket formed therein, said socket being substantially cylindrically-shaped and configured to receive a substantially cylindrically-shaped insert portion of said load carrying member therein;

said load carrying member having an insert portion and a load carrying portion with an angle interposed therebetween which fixes said insert portion and said load carrying portion in non-parallel orientation to one another;

said insert portion of said load carrying member being twistably positioned in said socket thereby enabling twisting action therein which affects a transition between a load carrying orientation and a storable orientation; and

said angle interposed between said insert portion and said load carrying portion measuring approximately forty-five degrees so that a one-hundred and eighty degree twist of said insert portion in said socket causes said load carrying portion to transition between approximately perpendicular orientations.

28. (Cancel)

29. (Cancel)

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~~30.~~ (Currently Amended) ~~The rear-mount vehicular load carrier as recited in claim 29,~~ further comprising:

A load carrier adapted to be carried on a transporting vehicle, said load carrier comprising:

a hub coupled between a support member and a load carrying member, said support member being configured to be mounted to a backend of a carrying vehicle;

said hub having a socket formed therein, said socket being substantially cylindrically-shaped and configured to receive a substantially cylindrically-shaped insert portion of said load carrying member therein;

said load carrying member having an insert portion fixed to a load carrying portion with an angle interposed between longitudinal axes of said portions, said angle which fixes said insert portion and said load carrying portion in non-parallel and non-perpendicular orientation to one another;

said insert portion of said load carrying member being twistably positioned in said socket thereby enabling twisting action therein which affects a transition between a load carrying orientation and a storable orientation; and

said angle interposed between said longitudinal axes of said insert portion and said load carrying portion measuring approximately forty-five degrees.

31. (Currently Amended) ~~The rear-mount vehicular load carrier as recited in claim 29~~ claims 27, 30, 32 or 34 further comprising:

said load carrying portion being elevationally positioned below said insert portion in said storable orientation.



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~~32.~~ (Currently Amended) ~~The rear mount vehicular load carrier as recited in claim 29,~~ further comprising:

A load carrier adapted to be carried on a transporting vehicle, said load carrier comprising:

a hub coupled between a support member and a load carrying member, said support member being configured to be mounted to a backend of a carrying vehicle;

said hub having a socket formed therein, said socket being substantially cylindrically-shaped and configured to receive a substantially cylindrically-shaped insert portion of said load carrying member therein;

said load carrying member having an insert portion fixed to a load carrying portion with an angle interposed between longitudinal axes of said portions, said angle which fixes said insert portion and said load carrying portion in non-parallel and non-perpendicular orientation to one another;

said insert portion of said load carrying member being twistably positioned in said socket thereby enabling twisting action therein which affects a transition between a load carrying orientation and a storable orientation; and

said longitudinal axes of said insert portion being positioned in a plane oriented substantially parallel to a direction of travel of a carrying vehicle.

33. (Cancel)

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34. (Currently Amended) A ~~rear-mount vehicular~~ load carrier adapted to be carried on a transporting vehicle, said ~~rear-mount vehicular~~ load carrier comprising:

a pair of hubs, each of said hubs of said pair of hubs being coupled between a support member and a load carrying member, each support member being configured to be mounted to a backend of a carrying vehicle;

each of said hubs having a socket formed therein, each socket being substantially cylindrically-shaped and configured to receive a substantially cylindrically-shaped insert portion of a load carrying member therein;

each of said load carrying members having an insert portion fixed to a load carrying portion with an angle interposed between longitudinal axes of said portions, each angle fixing a respective insert portion and load carrying portion in non-parallel and non-perpendicular orientation one to the other; and

each insert portion being twistably positioned in a socket thereby enabling twisting action therein which affects a transition of said rear-mount vehicular load carrier between a load carrying orientation and a storable orientation.